



NEVADA HIGHWAY PATROL

"Progress Report"

*A summary of NHP Statewide Field Operations
to include a comparative analysis of performance
indicators between 2002 and 2003.*

NHP Chief
David S. Hosmer



Director
George Togliatti



NEVADA HIGHWAY PATROL

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The mission of the Nevada Highway Patrol is to enforce the traffic laws of the State, investigate traffic collisions, enforce and regulate motor carriers transporting cargo and hazardous materials, maintain Nevada's central Criminal History Repository and operate the statewide message switcher to process criminal justice information. Despite manpower shortages, our Troopers continue to work harder to ensure that our mission is carried out.

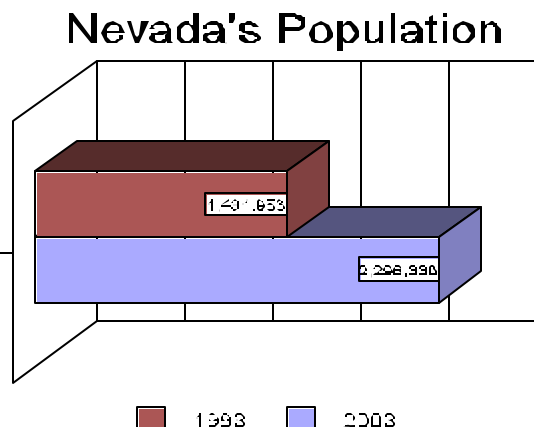
In December 2002, NHP began a program called "SAFESTAT." This program was designed to collect and analyze data on essential police performance measures. Through collection and examination of this data, as well as other historical data, we are able to get a good view of NHP



operations to gauge our progress in moving into the future. We examined manpower and turnover, accidents, arrests, citation activity, commercial enforcement operations, aircraft operations, complaints, leave usage, overtime, virtually every aspect of NHP operations was analyzed. In reviewing the comparisons, it becomes readily apparent that NHP is doing more with less. Troopers are making better use of their time, and the agency is becoming more professional.

MANPOWER - VS - POPULATION

The Nevada Highway Patrol is currently *authorized* a staff of 422 Troopers. We are *currently* staffed with 372 and carrying 50 Trooper vacancies. In 2002, there were 432 Troopers authorized, however we carried 57 vacancies. While Nevada's population continues to increase, NHP manning has failed to maintain the same pace. Additionally, with the recent budgetary shortfalls, the 2003 legislative session reduced Trooper positions from the NHP to help fund 10 new NHP dispatch positions. NHP also continues to experience high turnover rates. Exit interviews with Troopers overwhelmingly indicate the primary reason for resignations is to move to other agencies for better pay and benefits.

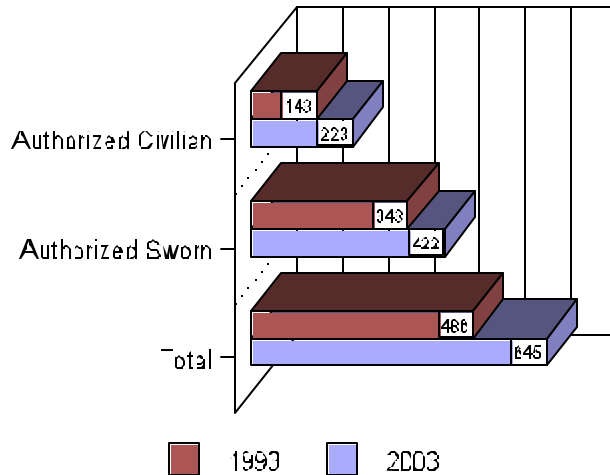




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NHP MANPOWER



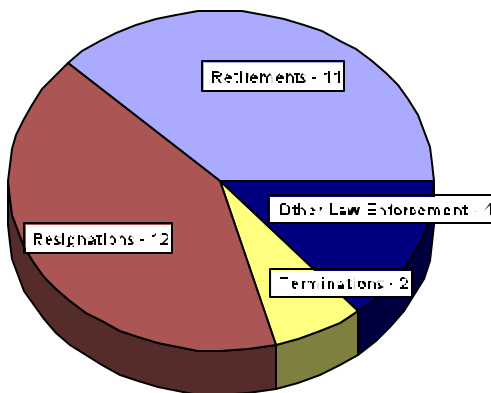
According to the Nevada State Demographer, Nevada has been the fastest growing state in the nation for the past 17 years. Nevada's population increase for the last 10 years has been 38% while NHP manpower has only increased 24% during the same time frame. This increase in population has increased traffic congestion in urban areas increasing the workload for our Troopers. Currently Nevada's population increase is at 4% per year. This amounts to approximately 92,000 people per year. The ratio of 2003 population to 2003 authorized Troopers is at 5446 Nevada Residents per Trooper. With the

approximately 90,000 people moving to Nevada annually, to maintain the same ratio would result in an increase of 16.5 Troopers per year. NHP will continue to look at creative ways to utilize its manpower and funding to best serve the citizens and visitors to Nevada and fulfill its traffic safety mission.

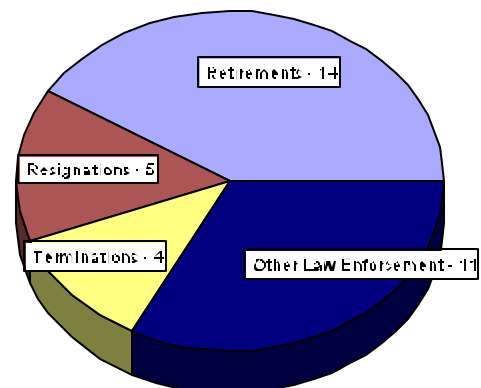
Sworn Officer Turnover:

During 2002, there were 29 sworn officers that left the NHP. During 2003 there were 34 officers that left the agency. The two year total is 63 sworn personnel departing the agency. With current manning of 372, this is a 16.9% turnover of sworn personnel over the two year period. There were 32 resignations during the past two years. A number of the resignations were due to our Troopers accepting employment with other law enforcement agencies. We train the best law enforcement officers in the State, and then we lose them to higher paying agencies. Of particular note, the number of sworn personnel who have departed for other law enforcement agencies has risen significantly. The two pie charts below indicate the reasons cited for separation from the agency:

2002 Sworn Officer Turnover



2003 Sworn Officer Turnover



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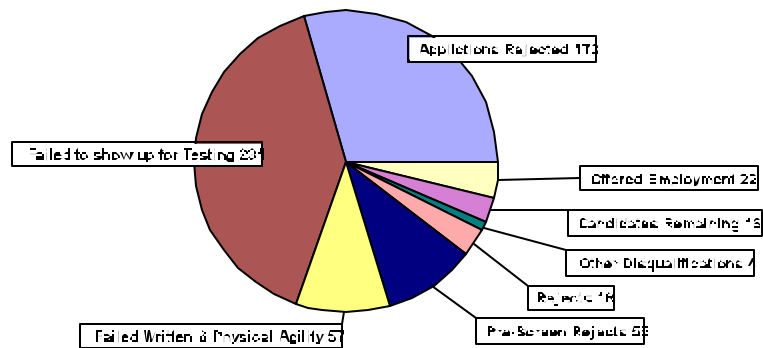
Trooper Testing and Background Investigations:

NHP recently resumed the testing, hiring and training process after a two year suspension. During the suspension in hiring, NHP completely re-engineered the DPS Training Academy to adopt a practical, scenario based training concept. Additionally, the testing and background process was completely re-designed to ensure we select the best qualified candidates, with high standards of integrity and ethics.

We have completed the testing process for the Cadet positions that will start the Basic POST training at the DPS Training Academy on February 2nd.

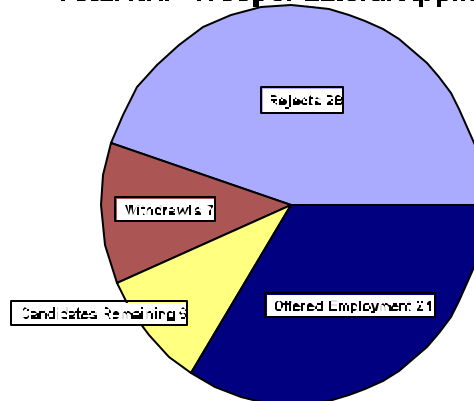
There are a total of 575 applicants for Cadet being reviewed for the upcoming basic academy. To date, only 22 applicants have been offered employment. Of the applicant pool, 566 were from a new testing, and 9 were remaining applicants from a previous testing. There are still 16 candidates under consideration for hiring however they are being considered for the August basic academy.

Total NHP Cadet Applicants: 580 (575)



The Lateral Hire list for prior Law Enforcement Officers produced 62 applicants. These applicants do not undergo testing, but complete a full background investigation and evaluation of their training and qualifications.

Total NHP Trooper Lateral Applicants: 62





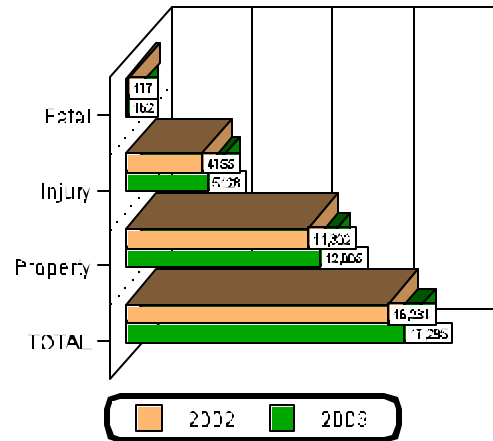
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Accident Investigation:

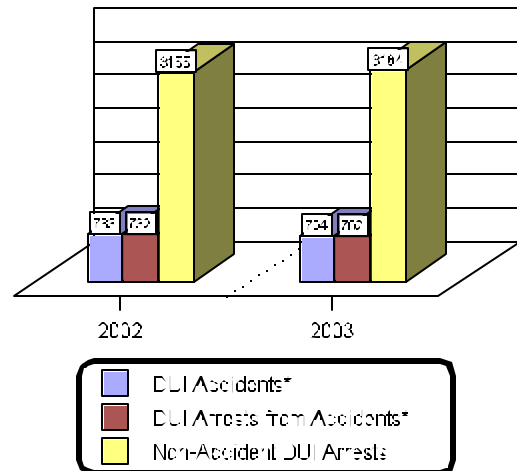
Through our SAFESTAT data collection, we are able to collect traffic accident and enforcement data. Analysis of this data enables us to examine the cause of accidents and target enforcement efforts to those accident causing traffic violations in an effort to prevent accidents. Additionally, NHP continues to target our enforcement efforts to known high accident locations, working with DOT when needed to identify and correct roadway hazards.

Overall, NHP has experienced an increase in the number of accidents by approximately 3%, most notably in NHP's Southern Command, however Northern Command reduced accidents by approximately 3%, and Central Commands accidents were down nearly 7%.



DUI Enforcement:

With the 24 hour environment of Nevada's entertainment industry, and the availability of alcohol, it is imperative that we target the DUI driver for apprehension before they crash and hurt or kill themselves or another person. NHP, in conjunction with Office of Traffic Safety, continues to work directed DUI enforcement details and conduct DUI checkpoints. By utilizing available grant funding, we have acquired specialized vehicles used for the apprehension of the DUI driver. Additionally, NHP continues to pursue alcohol education programs through its Public Information Officers. NHP has worked with local businesses to present education programs such as "You Drink, You Drive, You Lose."



DUI Arrests from accidents is down 4.1%, however total non-accident DUI arrests are up slightly over 2002 totals. Many of NHP's most experienced DUI enforcement officers have been solicited to work for agencies such as North Las Vegas, Henderson and Las Vegas Metropolitan Police in the south, and also Reno Police in the North. Additionally, Joining Forces Grant funding for Alcohol Enforcement Programs has been steadily declining. NHP will continue to seek innovative ways to educate the public of the dangers of DUI driving, and rest assured we will arrest ALL DUI drivers that we come in contact with.

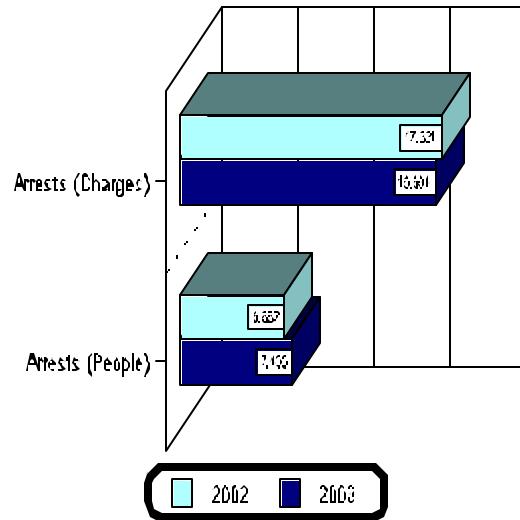


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Arrests:

In the wake of September 11, 2001, it has become readily apparent that the interdiction of criminals is paramount to the security of the nation. This responsibility rests not only with the federal government, but with state and local law enforcement officers as well.



Nevada Department of Public Safety Troopers are on the forefront of the criminal interdiction efforts for Nevada.

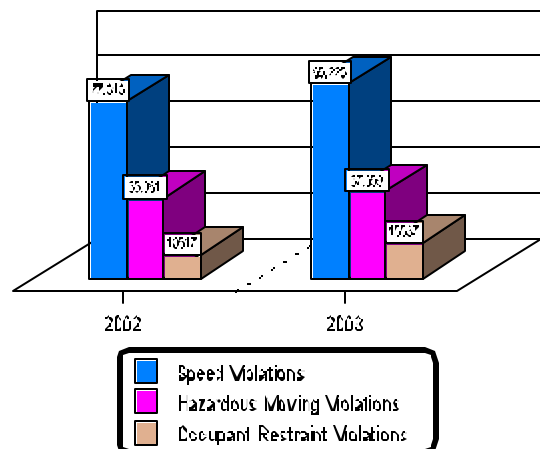
Routine traffic stops net wanted persons, stolen vehicles, contraband, narcotics, paraphernalia, narcotics related cash seizures and illegal aliens. Of particular note, following the 9/11 events, a routine traffic stop by a Trooper resulted in the arrest of a man on the FBI's 10 most wanted list. During this period, arrests were up 7.6% and charges were also up 2.6%. When you consider average staffing levels were down over 21%, NHP is truly doing more with less.

NHP will continue to enforce traffic laws and pursue our traffic safety mission. DPS Troopers remain committed to the safety of the citizens of Nevada as well as our nation.

Traffic Enforcement:



Aggressive traffic law enforcement continues to be the primary means utilized by NHP to gain voluntary compliance with the law. Citations were up in all categories during the period analyzed.



Troopers continue to generate more enforcement activity despite serious manpower shortages. Of particular note, there was a 48.21% increase in occupant restraint citations.

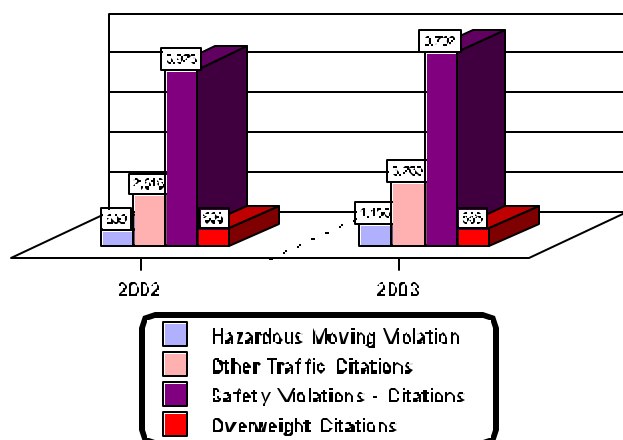


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Commercial Enforcement:

The primary goal of Commercial Operations is to reduce commercial vehicle collisions and hazardous material releases through inspections and enforcement, targeting safety defects, driver deficiencies and unsafe motor carrier fleet practices. Commercial enforcement operations is also responsible for inspecting all Nevada school buses.



Commercial citation activity has increased. Hazardous moving citations increased by 43.14%, and other traffic violations increased by 25.29%. Vehicle safety inspections, school bus inspections and safety violations have also increased in nearly every area. Of particular note, every commercial vehicle we stop is now checked for dyed fuel usage, subsequently dyed fuel inspections have increased by 380%. While we have conducted 18,146 inspections in 2003, we only discovered 45 violations that resulted in citations.

Aircraft Operations:

NHP continues to conduct flight operations statewide utilizing its two fixed wing aircraft. NHP aircraft are primarily used for speed enforcement operations, prisoner extraditions and personnel transport, however they are also occasionally called upon for emergency blood runs and to assist other law enforcement agencies.



Both aircraft were originally purchased by NHTSA for the express purpose of enforcing the national 55 MPH speed limit.

The aircraft enforcement program was originally federally funded until September 20, 1993. At that time, NHTSA gave title to the two aircraft to the NHP with the provision that the NHP "... will continue to use the aircraft in a manner which will enhance the division's role in public safety..."

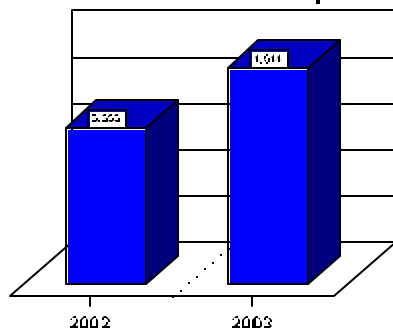


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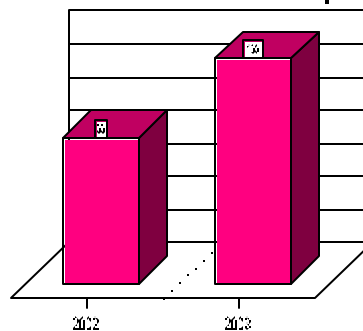
The operating costs for the aircraft for 2003 were \$106,148, with revenue generated from traffic enforcement operations during the same time frame at \$993,599. This program generates approximately \$9.36 for every one dollar spent.

Citations Issued - Up 38%



N111HP, also known as "Air One" is hangared in Carson City. The aircraft is a 1984 Cessna 172 RG Cutlass, powered by a Lycoming O-360 engine. N222HP, also known as "Air Two" is based at the North Las Vegas airport. This aircraft is a 1982 Cessna Skyplane 182 RG powered by a Lycoming O-540 engine. Both aircraft are equipped with IFR GPS and autopilot.

Enforcement Missions Flown - Up 55%

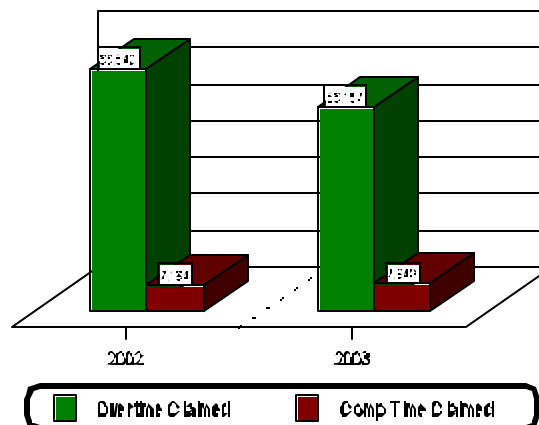
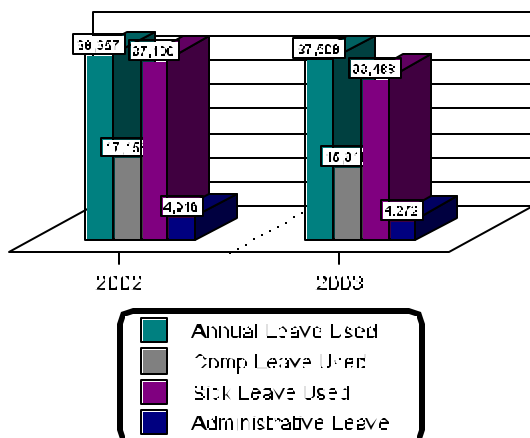


Dignitary Protection Detail:

NHP provides personal protective service for the Governor and his wife. Currently there are two Troopers and one Sergeant assigned. The limited manpower has posed unique challenges for the detail, providing coverage for two principals who are frequently in two separate geographic locations. NHP also maintains oversight of the dignitary protection budget which includes the five Capitol Police officers assigned to provide security at the Governor's Mansion.

Leave Usage and Overtime Claimed:

Manpower accountability is up, and leave usage has decreased in all areas. Annual leave usage has decreased by 2.2%, comp leave usage has decreased by 10.7%, and sick leave usage has decreased by 9.9%. Paid overtime claimed decreased by 15.5% however comp time accrual is up slightly at 6.6%. We continue to monitor our overtime to promote efficiency. NHP personnel are also taking less time off.



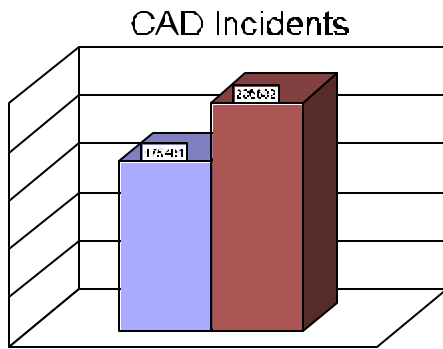


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Dispatch Services:

There are three DPS dispatch centers located in Nevada. The centers are located in Reno, Elko and Las Vegas and provide services 24 hours a day, 365 days a year. Dispatch calls for service continue to rise. Every call for service is assigned an incident number and tracked through a computer aided dispatch (CAD) system. In order to quantify the activity of Dispatch, we examined the increase in the number of CAD incidents.

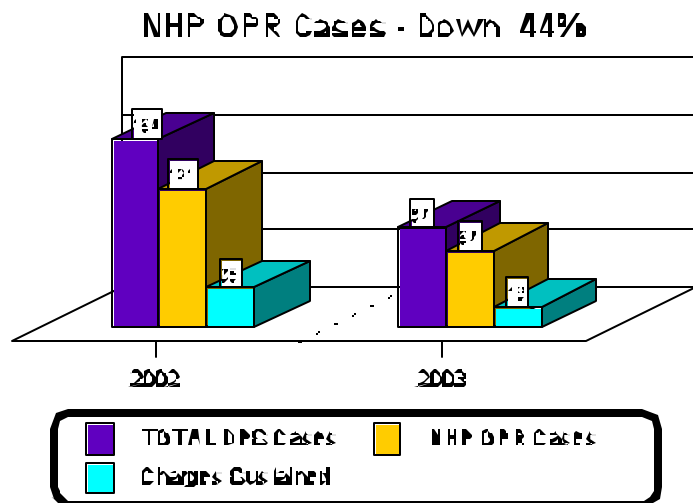


Las Vegas CAD system recently went on line, subsequently we were only able to compare data obtained for the three areas subsequent to the Las Vegas system going live.

Data from 07/01/02 through the end of 2002 was compared with data from 07/01/03 through the end of 2003. CAD total incidents increased by 34%. Total CAD incidents for 2003 were 459,412.

Complaints:

Complaints against NHP personnel are handled by the DPS Office of Professional Responsibility. NHP prides itself on the quality of its people. Integrity and ethics are stressed in all areas of training. All complaints against NHP personnel both sworn and civilian are investigated. Complaints against NHP personnel are down 44% percent. Additionally, we are taking advantage of technology and have recently placed our DPS complaint form on-line and accessible via the world wide web.

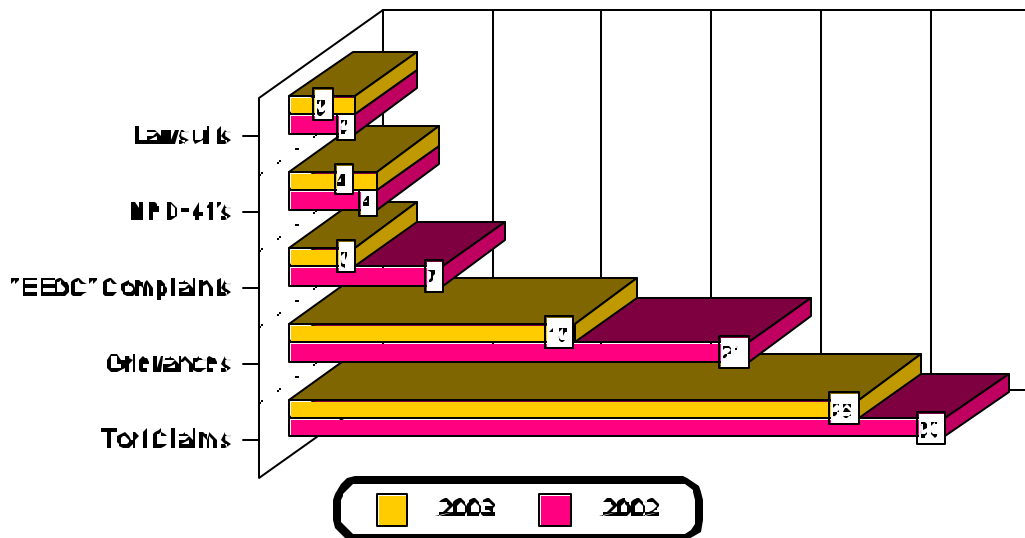


In looking at how we conduct business both internally and externally, we also examined our grievances filed by employees, NPD-41, Specificity of Charges, "EEOC" complaints, lawsuits and also tort claims. We have seen significant reductions in all of these areas.



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Grievances:

Grievances are filed by employees who feel that they have been wronged in some way or another by the Department. As another measure of NHP improvement, we looked at the number of internal grievances and the number of grievances filed is down by 38%.

NPD-41, "Specificity of Charges"

Allegations of a serious nature are detailed in "NPD-41, Specificity of Charges" documents and served on employees prior to facing serious disciplinary actions. There were four NPD-41's served for 2002, and two served for 2003. This is a 50% reduction of NPD-19's for NHP personnel.

Equal Employment Opportunities Commission "EEOC" Complaints

Federal complaints filed with allegations of age or gender discrimination. In 2002 there were seven complaints, in 2003 there were three.

Lawsuits against NHP

Civil Lawsuits are also down. Civil suits filed against the NHP in 2002 numbered three, while in 2003 there were two.

Tort Claims against NHP

Tort claims are claims for compensation from the NHP. In 2002, there were 30 tort claims filed, while in 2003 that number is down to 26.



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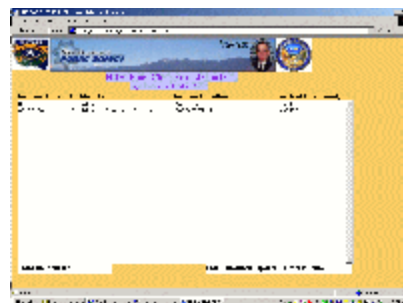
Technology Updates:

The NHP is currently modernizing and automating many of its functions. Of particular note is the NCATS system, or Nevada Citation and Accident Tracking System. We are working with Crossroads Software on the automation of the accident reports and traffic citations utilizing hand held personal data assistants "PDA's." This will in turn allow for better accuracy, and eliminate duplication of efforts between Troopers in the field and the data entry of citation and accident information. Additionally, the query functions will allow for better accident and citation data analysis and better deployment of manpower.



NHP recently performed a major renovation of its website to provide the public with better information and services. From this website, the public can access NHP "Safestat" reports, obtain recruiting information, locate NHP substations, or contact NHP command staff including the Chief. Additionally, you can also download the Office of Professional Responsibility complaint form on-line. The new NHP website is accessible through the State of Nevada Website or by entering the URL: <http://nhp.nv.gov>

One website project in the works is a public information screen that will query data from the Computer Aided Dispatch "CAD" system and publicize current traffic hazards on the internet immediately available for the public or media to view.



IRIS - Integrated Records Information System, this is the Department's approach to automation system development from now on. This simply means that all applications will fall under an overall umbrella of standards and platforms so the end view to the user community is a single application. It also means that common data, and the functions to handle them, will be shared. A personnel system, for example, will not be written for each and every division. Rather, the IRIS personnel system will support all divisions. Another way to see this is inventory tracking. A single set of functions will provide the required capabilities for all divisions - rather than individual setups for each division or location.



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Budget: The Nevada Highway Patrol has a total budget of \$56,992,572.

Budget Account 4713: Highway Patrol: \$53,508,180.47

The NHP enforces the traffic laws of the State, investigates traffic accidents, enforces and regulates motor carriers transporting cargo and hazardous materials and maintains and operates the message switcher to process criminal justice information and perform compliance reviews on Motor Carriers in Nevada. The primary funding source for this budget is through legislative appropriation from the highway fund. Additional funds are general fund appropriation, contract service fees, and federal grant funds.

Budget Account 4721: Federal Projects (Motor Carrier Safety Assistance Program): \$2,809,166.

This budget contains the activities funded through the Federal Motor Carrier Safety Assistance Program (MCSAP, Fed Grant-E) to enable the Commercial Enforcement Section within the NHP to attain goals and objectives delineated in the Commercial Vehicle Safety Plan. The focus of the program is on accident, fatality and injury reduction of commercial vehicle related crashes through consistent, uniform and effective commercial vehicle safety programs. This is a federally funded grant program that requires a 20% soft match which is met with Trooper time spent on program activities.

Budget Account 4738: Dignitary Protection: \$675,226

The NHP Dignitary Protection Detail personnel are assigned to provide security to the Governor of the State of Nevada and his family. They provide 24 hour, seven day a week security at the Governor's mansion in Carson City and perform all necessary advance work and assure security by traveling with the Governor when he attends meetings, conferences, and events. This budget includes the five Capitol Police personnel assigned to provide day to day security at the Governor's mansion.



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CHIEF'S BIOGRAPHY:



Colonel David S. Hosmer's 28 years of extensive law enforcement training and experience began in 1974 when he served for four years as a law enforcement officer in the US Air Force. He also served as a Special Police Officer for the Bureau of Reclamation serving at Hoover Dam before joining the Nevada Highway Patrol as Trooper in 1980. After three years with the NHP, Hosmer was transferred to the Nevada Division of Investigation (NDI) serving as a Criminal Investigator. In 1991, Hosmer was promoted to Supervisory Criminal Investigator, then in 1996 became NDI's Deputy Chief. In February of 2001, Hosmer was selected as the Chief of the Investigations Division. In September 2001, Colonel Hosmer was appointed to his current position as Chief of the Nevada Highway Patrol.

Chief Hosmer holds an Associate in Applied Science Degree in Criminal Justice from Clark County Community College, graduating with honors. Chief Hosmer is also Police Staff and Command graduate from Northwestern University, and a graduate of the FBI Southwest Command College. Chief Hosmer holds all five Nevada Peace Officer Standards and Training commission Certificates from Basic awarded in 1980 through Executive awarded in 1998. His continuing education includes 2753 hours of law enforcement training to include 904 hours specialized training in Police Management and Supervision.

Chief Hosmer has been a member of the following professional organizations:

- International Association of Chiefs of Police
- IACP State & Provincial Chiefs
- Nevada Sheriff's & Chief's Association
- National Association of State Drug Enforcement Agencies
- National Association of State Criminal Investigative Agencies
- Rocky Mountain Information Network Board Member
- Nevada Prescription Controlled Substance Abuse Prevention Task Force
- Nevada Narcotics Officers Association
- California Narcotics Officers Association

Chief Hosmer is married to Sharon Hosmer and they live in Minden with their children.



“SAFESTAT” TOTALS BY COMMAND

Calendar Year 2002 - vs - 2003

	Northern Command 2003	Central Command 2003	Southern Command 2003	Statewide CY 2003	Northern Command 2002	Central Command 2002	Southern Command 2002	Statewide CY 2002	PERCENT CHANGE:
CRASH ANALYSIS AND OVERVIEW									
Total Crashes:	4164	1244	11887	17295	4284	1335	10615	16234	6.54%
Property Crashes: (Including Commercial Vehicles)	2875	822	8308	12005	2901	899	7502	11302	6.22%
Injury Crashes: (Including Commercial Vehicles)	1241	385	3502	5128	1329	391	3035	4755	7.84%
Fatal Crashes: (Including Commercial Vehicles)	48	37	77	162	54	45	78	177	-8.47%
DUI Crashes: (Dui Charged)	150	52	502	704	211	42	480	733	-3.96%
Total persons killed in Fatal Crashes:	55	46	87	188	77	44	95	216	-12.96%
Total drivers killed without seatbelts:	27	12	24	63	26	18	43	87	-27.59%
Total passengers killed without seatbelts:	7	12	16	35	15	8	14	37	-5.41%
Total drivers killed with seatbelts:	11	11	24	46	19	11	12	42	9.52%
Total Passengers killed with Seatbelts:	3	9	7	19	13	4	13	30	-36.67%
Total Persons Killed: (Seatbelts Not Applicable):		2	15	17		3	8	11	54.55%
Total number of Commercial Vehicle Crashes:	75	209	704	988	66	117	694	877	12.66%
Property Crashes involving commercial vehicles:	56	144	554	754	40	81	483	604	24.83%
Injury Crashes involving commercial vehicles:	17	56	141	214	19	33	199	251	-14.74%
Fatal Crashes involving commercial vehicles:	2	9	9	20	7	3	12	22	-9.09%
PERCENTAGE OF FATAL CRASHES TO TOTAL CRASHES:	1.15%	2.97%	0.65%	0.94%	1.26%	3.37%	0.73%	1.09%	
PERCENTAGE OF DUI CRASHES TO TOTAL CRASHES:	3.60%	4.18%	4.22%	4.07%	4.93%	3.15%	4.52%	4.52%	
PERCENTAGE OF PERSONS KILLED WITHOUT SEATBELTS TO TOTAL PERSONS KILLED:	61.82%	52.17%	45.98%	52.13%	53.25%	59.09%	60.00%	57.41%	
PERCENTAGE OF COMMERCIAL VEHICLE CRASHES TO TOTAL CRASHES:	1.80%	16.80%	5.92%	5.71%	0.93%	8.76%	6.54%	5.40%	
FIELD ENFORCEMENT ACTIVITY									
DUI arrests from crashes:	150	50	502	702	211	41	480	732	-4.10%
DUI arrests prior to crashes:	1452	225	1507	3184	1543	238	1374	3155	0.92%
Other Arrests: (Charges)	6117	1245	9969	17331	6169	1222	9503	16894	2.59%
Other Arrests: (People)	2647	678	4081	7406	2378	585	3919	6882	7.61%
Speed Violations:	25417	21811	37997	85225	20860	19519	37437	77816	9.52%
Hazardous Moving Violations:	10607	2721	24531	37859	8751	2781	23549	35081	7.92%
Occupant Restraint Violations:	4969	2856	7762	15587	2201	2317	5999	10517	48.21%
Total Violations: (Above violations included)	68329	36112	117678	222119	51730	31844	109399	192973	15.10%
COMMERCIAL ENFORCEMENT:									
Hazardous moving violations-Citations/arrests:	142	403	613	1158	140	472	197	809	43.14%
Other traffic violations - citations/arrests:	504	166	2610	3280	536	253	1829	2618	25.29%
Total safety inspections (Level 1, 2, 3, 4, & 6)	5581	6960	7293	19834	4314	3334	5425	13073	51.72%
Terminal Inspections (Level 5)		88	359	447		266	DNA	266	68.05%
Total safety violations - citation	3950	2017	3825	9792	3394	2207	3322	8923	9.74%
Total safety violations - repair order	7980	15298	29267	52545	6207	11368	29242	46817	12.23%
Total vehicles placed "Out of Service."	747	635	1545	2927	848	534	1302	2684	9.05%
Total Drivers placed "Out of Service."	234	408	914	1556	282	271	545	1098	41.71%
Total school buses inspected:	1606	336	2479	4421	939	316	2483	3738	18.27%
Total school buses placed "Out of Service."	216	75	383	674	150	0	185	335	101.19%
Total trucks weighed:	3684	3415	3356	10455	2284	2639	6898	11821	-11.56%
Total overweight citations:	363	86	439	888	371	151	376	898	-1.11%
Total dyed fuel inspections:	4556	6325	7265	18146	1130	1183	1463	3776	380.56%
Total dyed fuel citations:	23	11	11	45	16	8	12	36	25.00%
STAFFING AND WORK HOURS									
Traffic: (Trp. & Sgt.)	64	50.9	156.5	271.4	98	55.6	113.5	267.1	1.61%
Commercial: (Trp & Sgt.)	18	14.2	28	60.2	21	13.9	17.83	52.73	14.17%
Commercial CVSI:	3	2	5	10	3	2	5	10	0.00%
WORK HOURS LOST:									
Annual Leave:	12157	7567.25	17784.7	37508.95	12857	7665.15	17835.45	38357.6	-2.21%
Compensatory Leave:	6292	3691.8	5327.05	15310.85	6830	4256.15	6072.2	17158.35	-10.77%
Sick Leave: (Personal & Family)	10329	6881.15	16278.35	33488.5	15623	6888.7	14687.5	37199.2	-9.98%
Military Leave:	1166	584	4826	6576	915	2860	4890	8665	-24.11%
Holiday Off:	1811	1253.6	1795	4859.6	1237	1384	1309	3930	23.65%
Training:	14009	10631.68	20099.54	44740.22	14787	11753.03	33392.67	59932.7	-25.35%
Administrative Leave:	679	2898	695.75	4272.75	3382	89	1445	4916	-13.08%
Leave without Pay:	0	0	0	0	0	0	0	0	0.00%
Vacancy: (173 Hours per position)	0	37022	143417	180439	0	32472.1	104519	136991.1	31.72%
Total work hours lost:	46445	70529.48	210223.39	327197.87	55631	67332.73	184033.82	306997.55	6.58%
OVERTIME:									
Paid Overtime Claimed:	16598	15979.16	23610.32	56187.48	19619	16402.89	30518.54	66540.43	-15.56%
Compensatory Overtime Claimed:	3396	2204.81	2041.25	7642.06	2676	2272.44	2216.1	7164.54	6.67%
Total Overtime Hours:	19995	18183.97	25651.57	63830.54	22295	18675.33	32734.64	73704.97	-13.40%
TOTAL HOURS WORKED:									
Number of authorized positions x 173 hours*	132864	175422	383541	691827	203448	181650	391499	776597	-10.92%
Work hours lost:	46445	70529.48	210223.39	327197.87	55631	67332.73	184033.82	306997.55	6.58%
Overtime:	19994	18183.97	25651.57	63829.54	22295	18675.33	32734.64	73704.97	-13.40%
Total Hours Worked:	106413	123076.49	198969.18	428458.67	170112	117054.53	251461.93	543304.42	-21.14%

*1073 hours based upon 2080 work hours per year divided by 12 months.

